

Point Wells Transportation Corridor Study

Segment B – Richmond Beach Road
Meeting #1: Understanding and Prioritizing Issues



Welcome and Introductions

- Quick housekeeping
- Agenda review
 - 6:30 – Open House
 - 7:00 – Welcome and Introductions
 - 7:45 – Workshop Session
 - 8:45 – Report Back and Next Steps
 - 9:00 – Adjourn



Meeting expectations

- Respect the time for others to participate
- New ideas and different opinions are a part of this process and discussion
- Please silence your electronics
- Keep time and on task
- “Table” discussions to keep the group moving

TCS Process and Meeting Schedule

Segment A (<i>Richmond Beach Drive</i>)	Segment B (<i>Richmond Beach Road</i>)
Wednesday, Feb. 12 Meeting #1: Overview and Identify Issues	Wednesday, March 19 Meeting #1: Understand and prioritize Issues
Wednesday, Feb. 26 Meeting #2: Confirm and prioritize Issues	Tuesday, April 1 Meeting #2: Review proposed design options
Thursday, March 13 Meeting #3: Review proposed design options	

Segments A and B
Wednesday, April 16 Final wrap-up Meeting to view recommended corridor design

All meetings

6:30 p.m. - Doors open

7:00 p.m. to 9:00 p.m. – Workshop

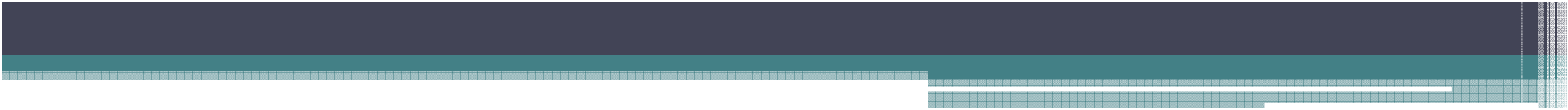
Location:

Shoreline City Hall

17500 Midvale Avenue N.

Shoreline, WA

Government	Percentage
Current government	78%
Previous governments	12%



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TCS Context

- Proposed redevelopment of Point Wells
 - 3,000 +/- units, some commercial
- Much input/controversy/discussion
 - Community concern, City concern
 - State Supreme Court
- DEIS scoping comment period extended until April 2 – input to Snohomish County



Why a TCS?

- BSRE required to complete a transportation study for SEPA
- Allows City and community to work directly with BSRE
- City Point Wells Subarea Plan calls for developer to fund TCS under direction of City



City Goals for TCS

- Provide opportunity for Shoreline community to participate
- Develop transportation mitigation recommendations to inform SEPA process
- Ensure mitigation is reflective of community values and expectations
- Inform City Subarea Plan and Comprehensive Plan amendments
- Insurance policy

Sequence of Actions

- 2011 – Letter of Intent, includes direction:
 - TCS feeds Environmental Review
 - Memo of Understanding (MOU)
 - Environmental Review
- 2013 – MOU – direction on TCS process (11,587 ADT)
- 2014 – TCS – Community Workshops to develop Mitigation
- 2014 – DEIS – Mitigation List, Incorporate TCS
- Yet to Come – Development Agreement, includes:
 - Mitigation Agreement
 - Phasing and Traffic Cap
 - Enforcement Mechanism
 - Annexation



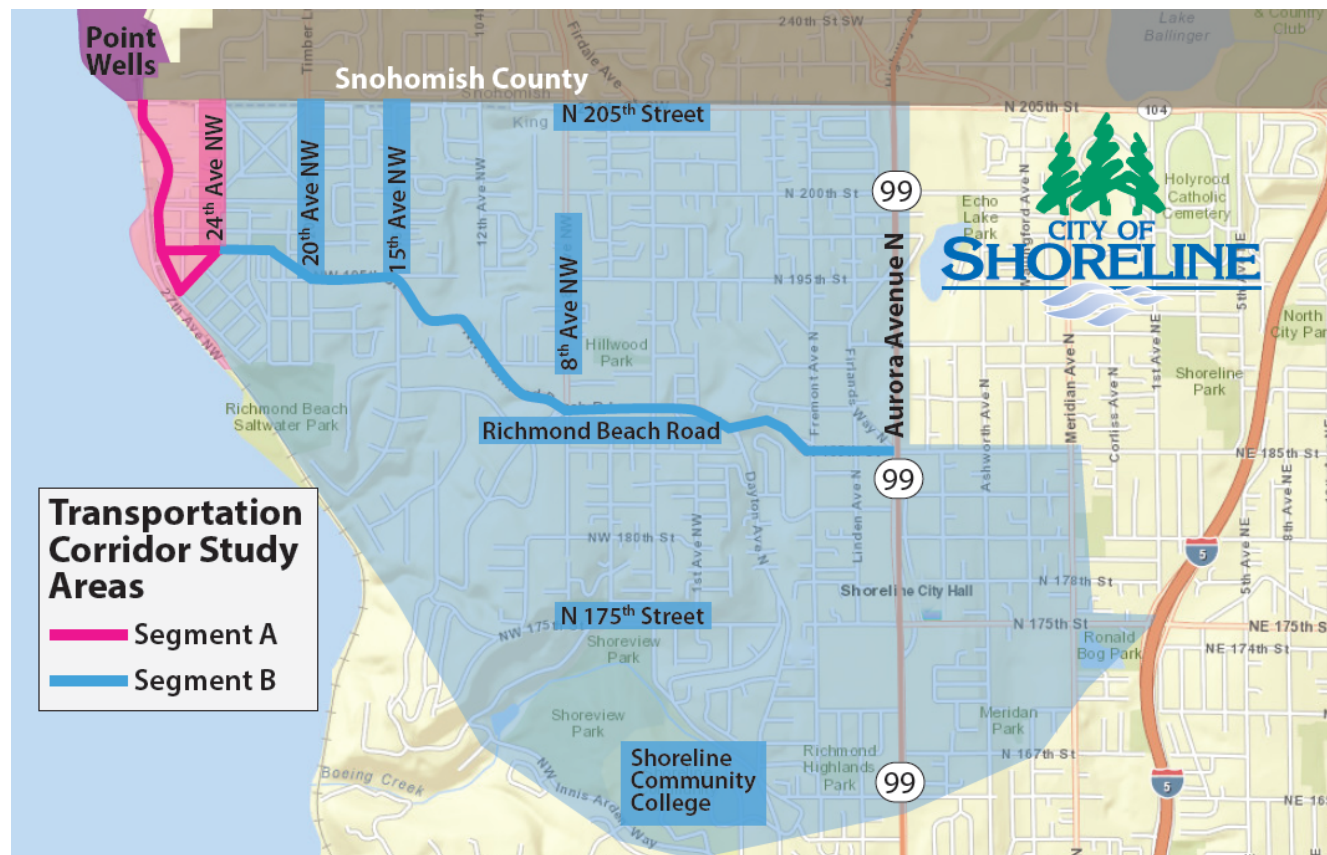
Some of what we've heard

- Safety for pedestrians, residents, bicycles
- Driveway access/egress
- Noise/quality of life impacts
- Speed
- Transit/busses
- Mailboxes
- Cut-thru traffic
- Truck traffic – delivery and construction
- Congestion, backups, trip time impacts
- Emergency vehicle access

How you can weigh in

- 6 TCS workshops:
 - 3 for Segment A (previously held)
 - 2 for Segment B (1st one tonight)
 - 1 for Combined A and B
- Participate, listen, brainstorm, create
- Remember the insurance policy
- Add your thoughts to the DEIS scoping process
(in person or in writing – now until April 2)

TCS Project Area



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How much traffic are we planning for?

- 11,587 Average Daily Traffic (ADT)
- 942 PM Peak Hour



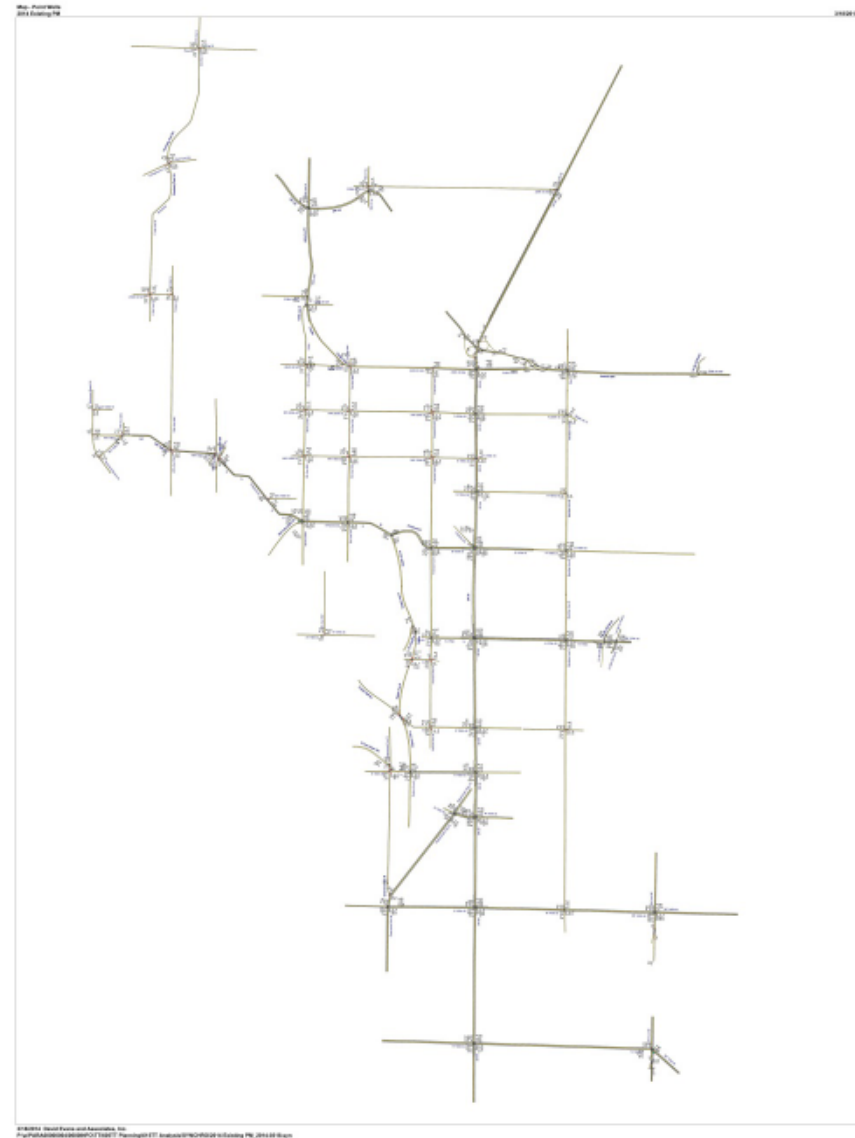
RBR - Current Conditions

- Existing Traffic Volumes
- Existing Level of Service (LOS)
- Five-year Collision History

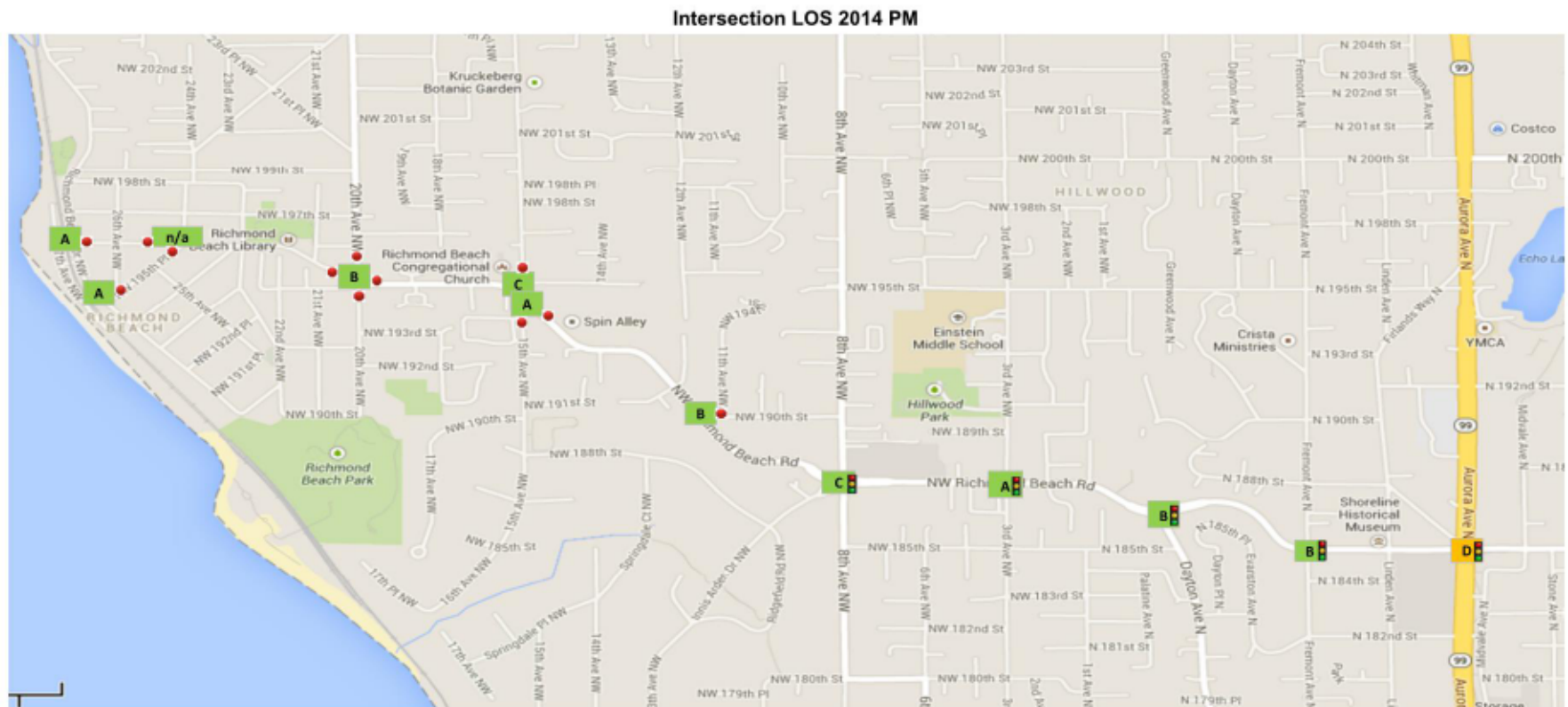
*Note: Tonight's Discussion and Data is
PM Peak Hour Information for
Existing and Phase 4 Point Wells*

Existing Traffic Volumes

- Based upon recent intersection counts (2012-2014)



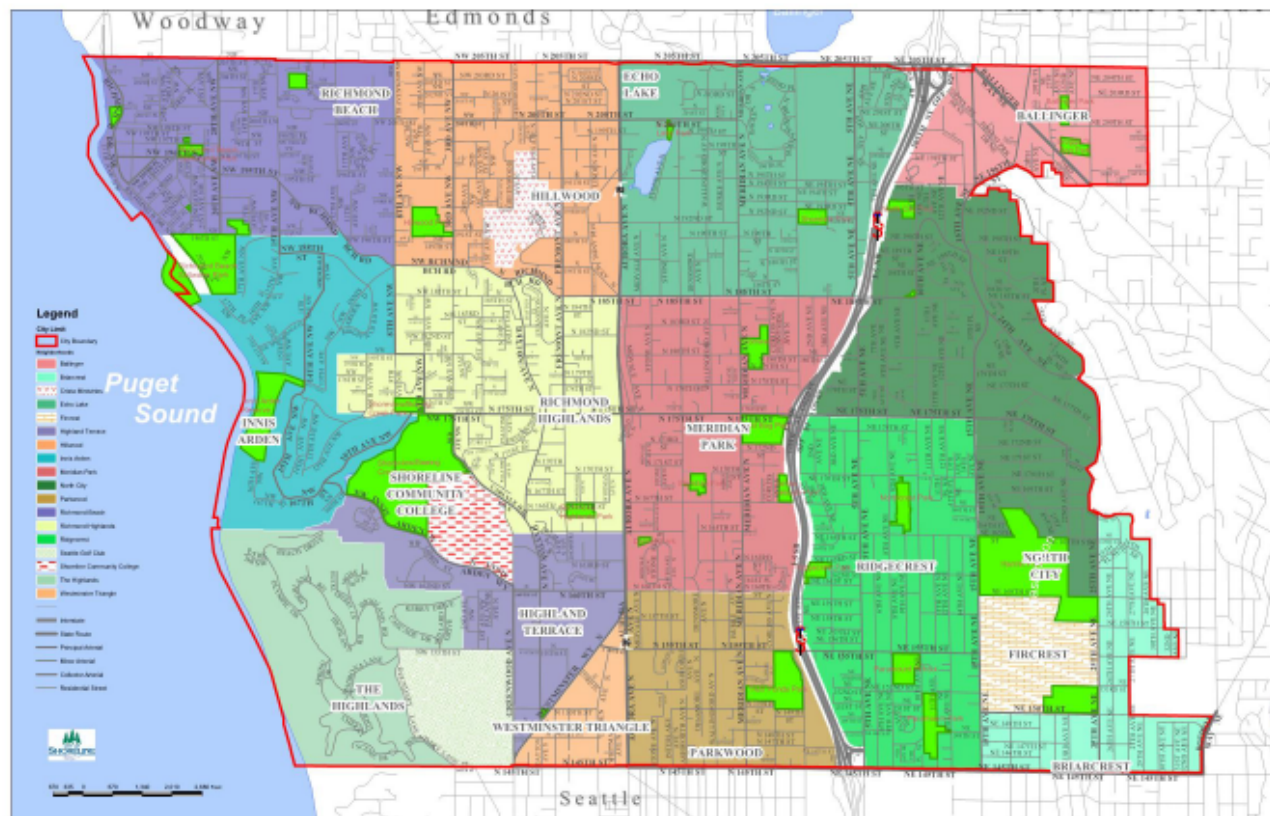
Existing Level of Service (LOS)



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Neighborhood Traffic Action Plans



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Neighborhood Traffic Action Plans

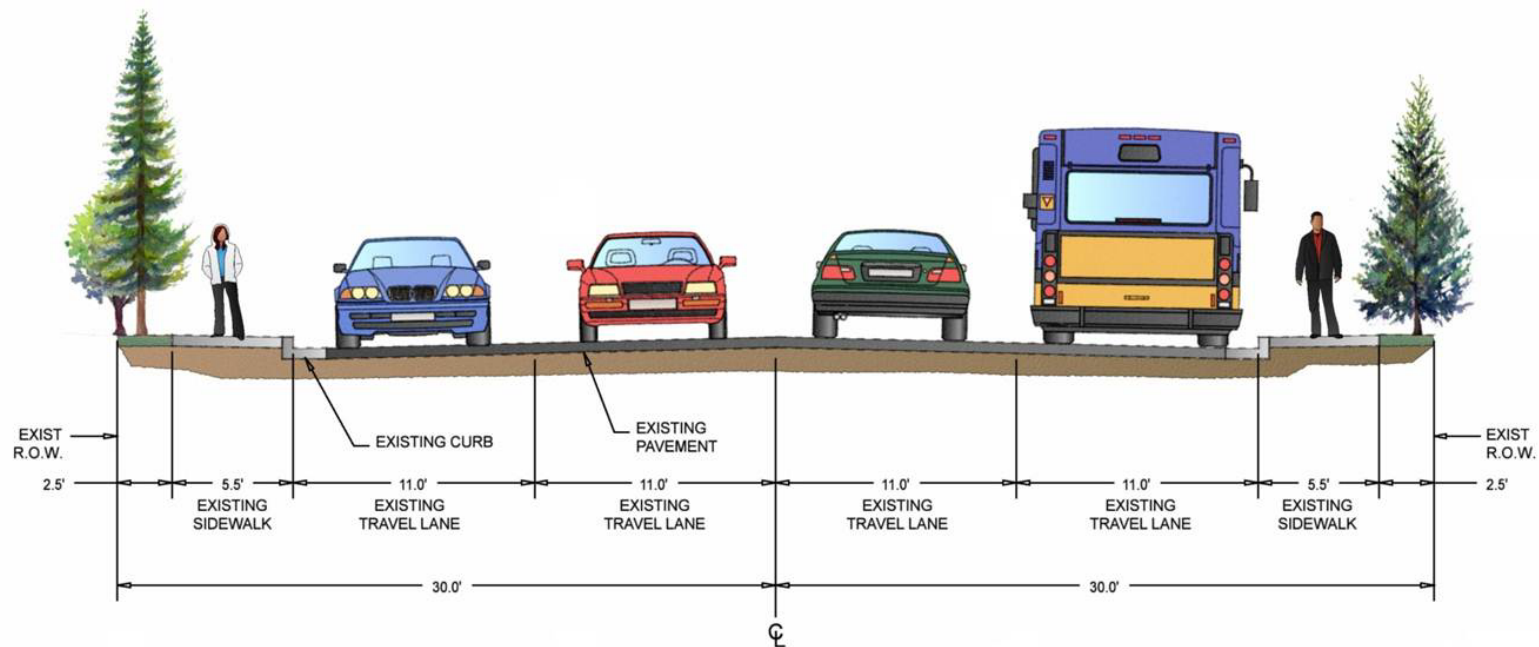
- Richmond Beach
- Innis Arden
- Hillwood
- Richmond Highlands



Neighborhood Traffic Action Plans

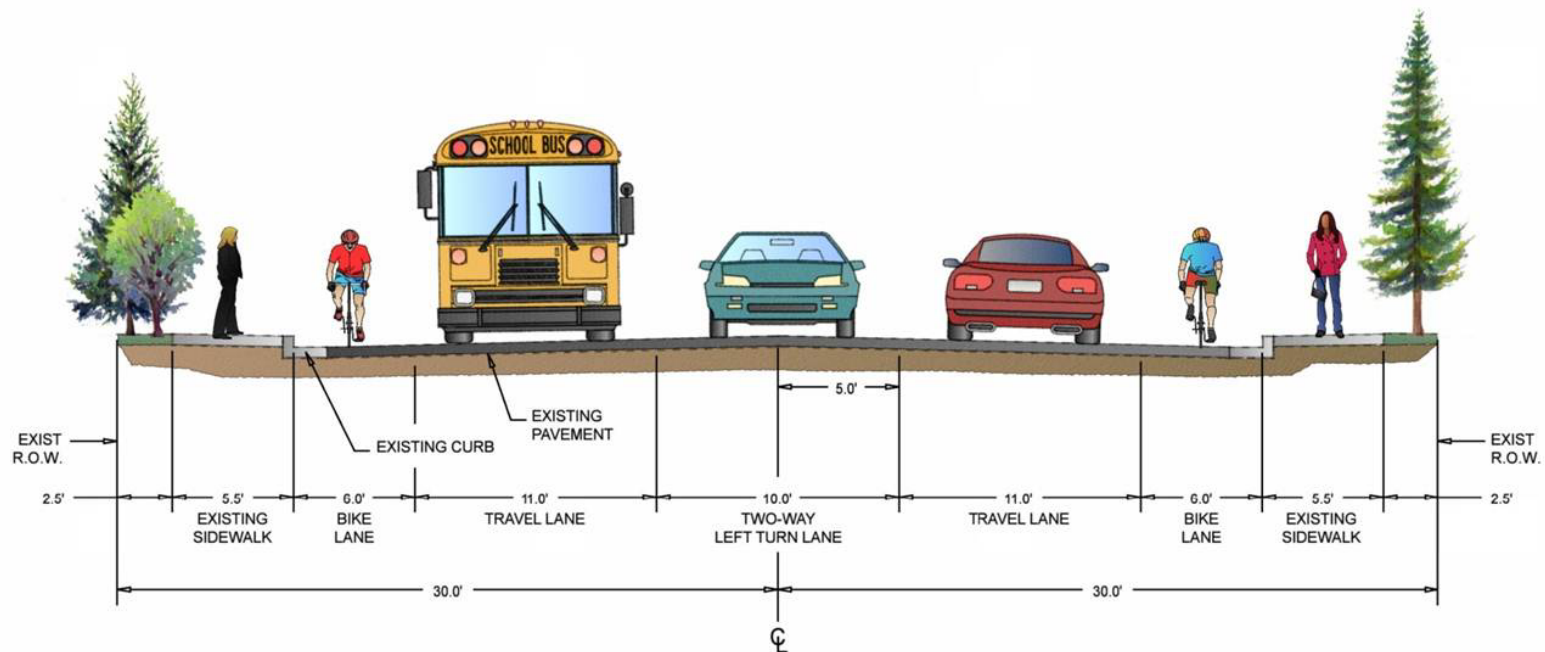
- Richmond Beach Road - Themes
 - Improve Pedestrian Safety
 - Improve Roadway Safety
 - Address Speeding
 - Provide Bicycle Facilities
 - Intersection Improvements for Safety and Mobility
 - 15th Ave NW
 - 8th Ave NW
 - 3rd Ave NW
 - Dayton Ave N

RBR - 4-Lane, No Changes



EXISTING SECTION

RBR - 3 Lane, Same Curbs



STRIPING-ONLY SECTION

RBR - Traffic Analysis

- Point Wells Trip Distribution
 - 4-Lane – Unmitigated, No Changes
 - 3-Lane – Unmitigated, Same Curb Width
- Study Area Traffic Volumes
 - 4-Lane – Unmitigated, No Changes
 - 3-Lane – Unmitigated, Same Curb Width
- Intersection Level of Service
 - 4-Lane – Unmitigated, No Changes
 - 3-Lane – Unmitigated, Same Curb Width

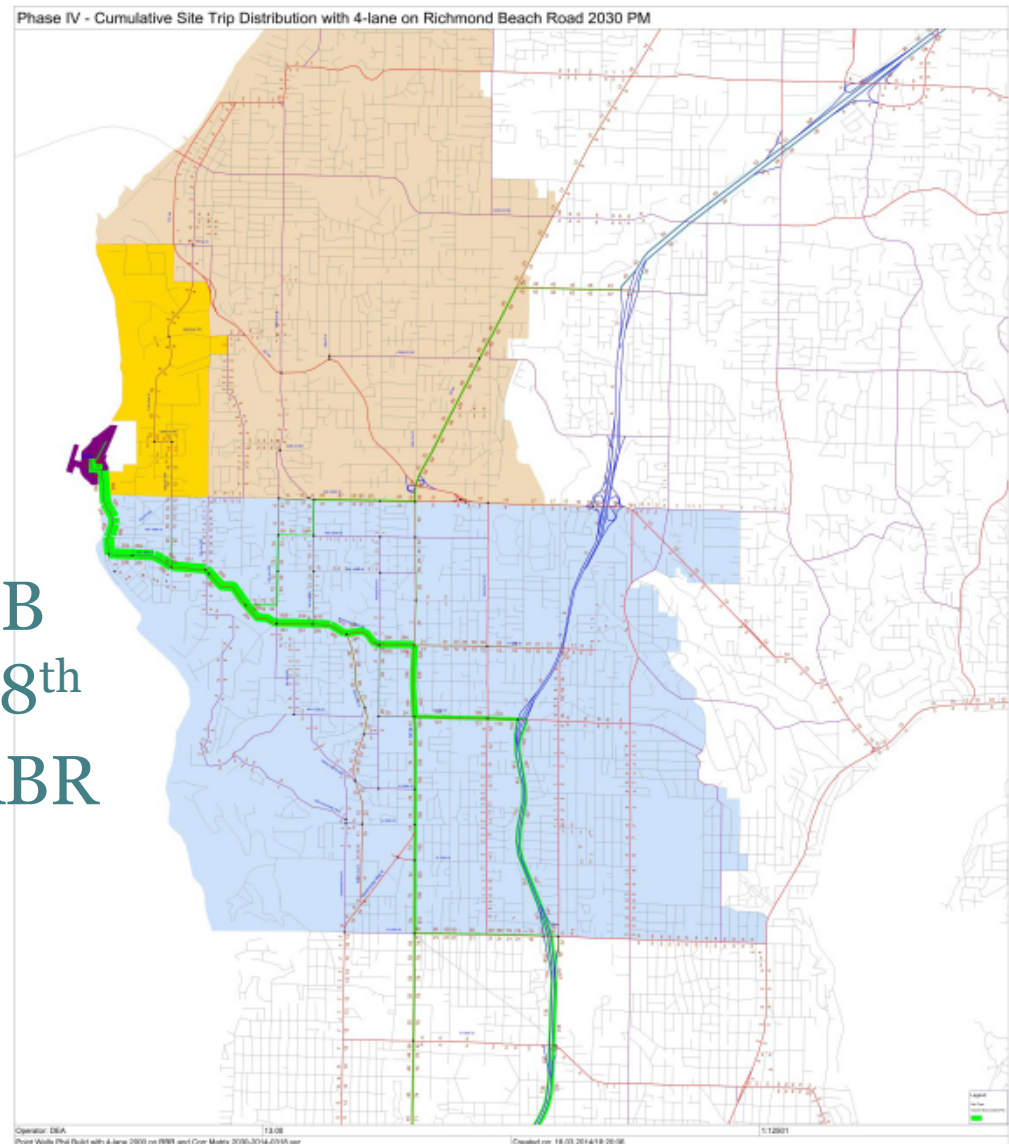


Transit Influences

- Bus
- Light Rail (future)

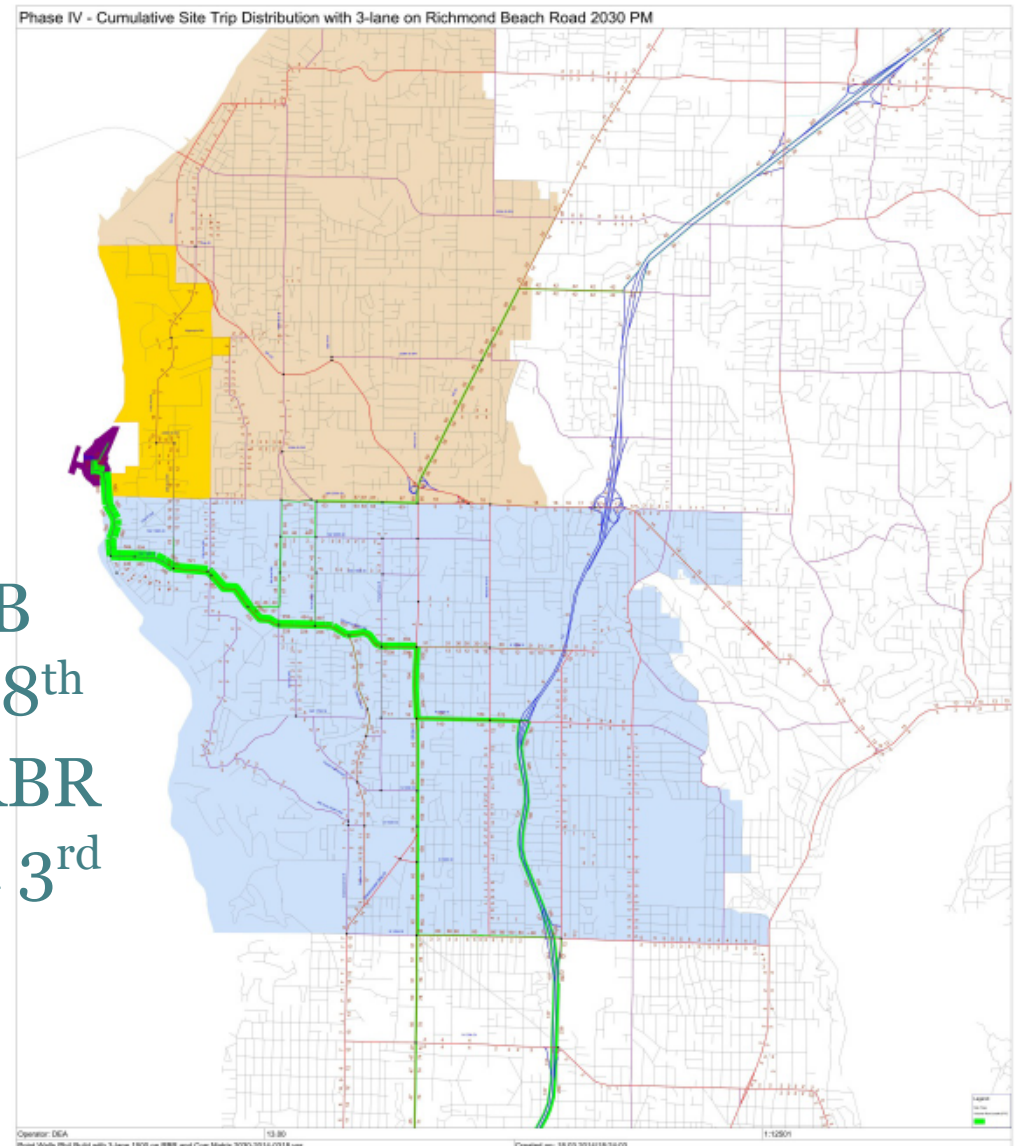
Point Wells Trip Distribution

- 4-Lane RBR Unmitigated
 - Some EB RBR to NB Aurora traffic uses 8th
 - SB Aurora to WB RBR traffic uses 8th



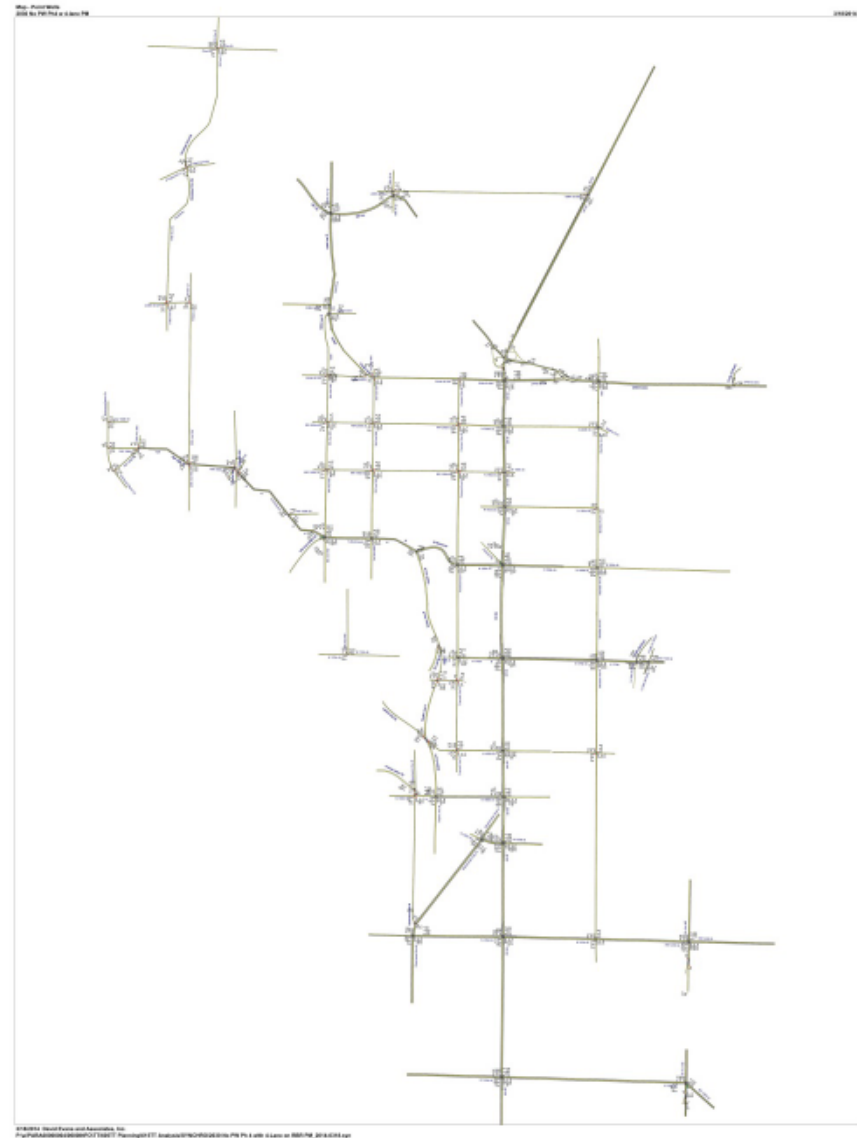
Point Wells Trip Distribution

- 3-Lane RBR Unmitigated
 - Most EB RBR to NB Aurora traffic uses 8th
 - SB Aurora to WB RBR traffic uses 8th and 3rd



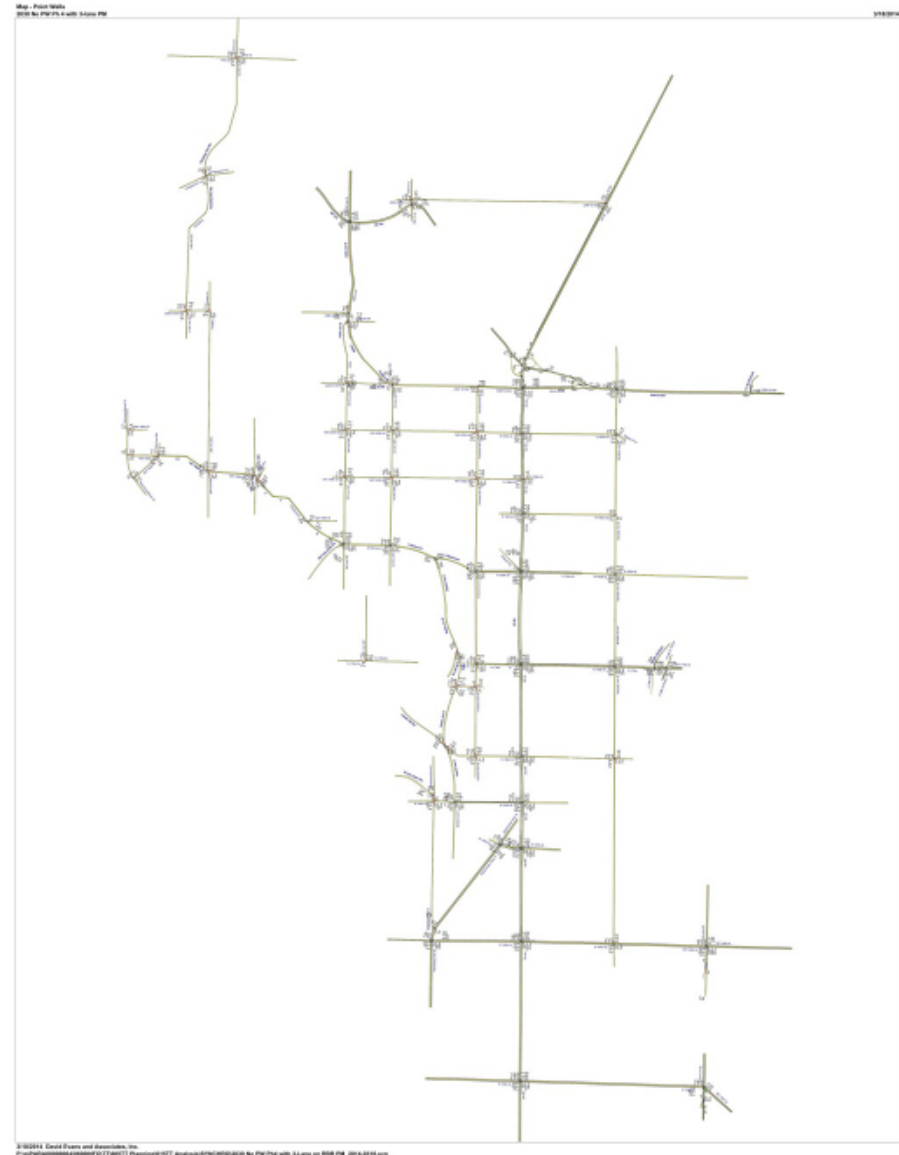
2030 Forecasted Traffic Volumes

- Without PW
- 4-Lane RBR
- Expected 0.25% annual growth rate



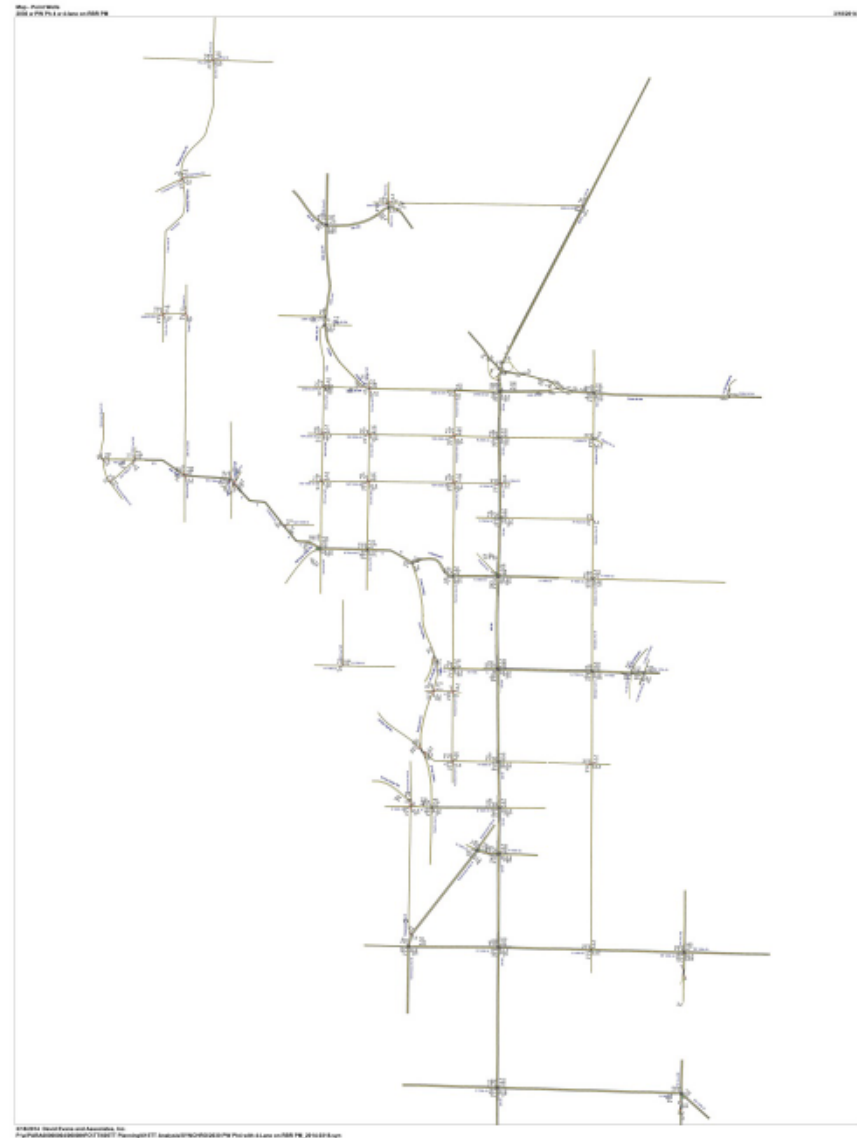
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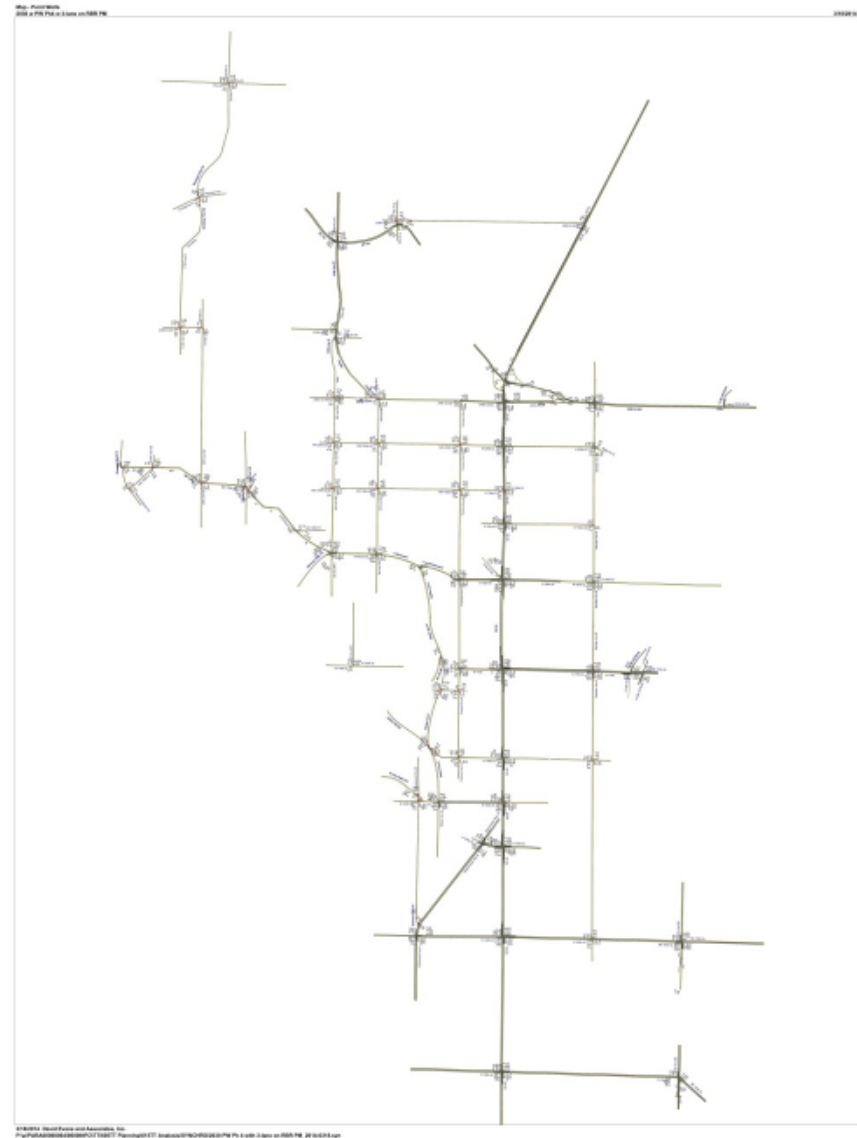
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2030 Forecasted Traffic Volumes

- With PW
- 3-Lane RBR
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Age Group	Percentage
18-24	45%
25-34	35%
35-44	20%

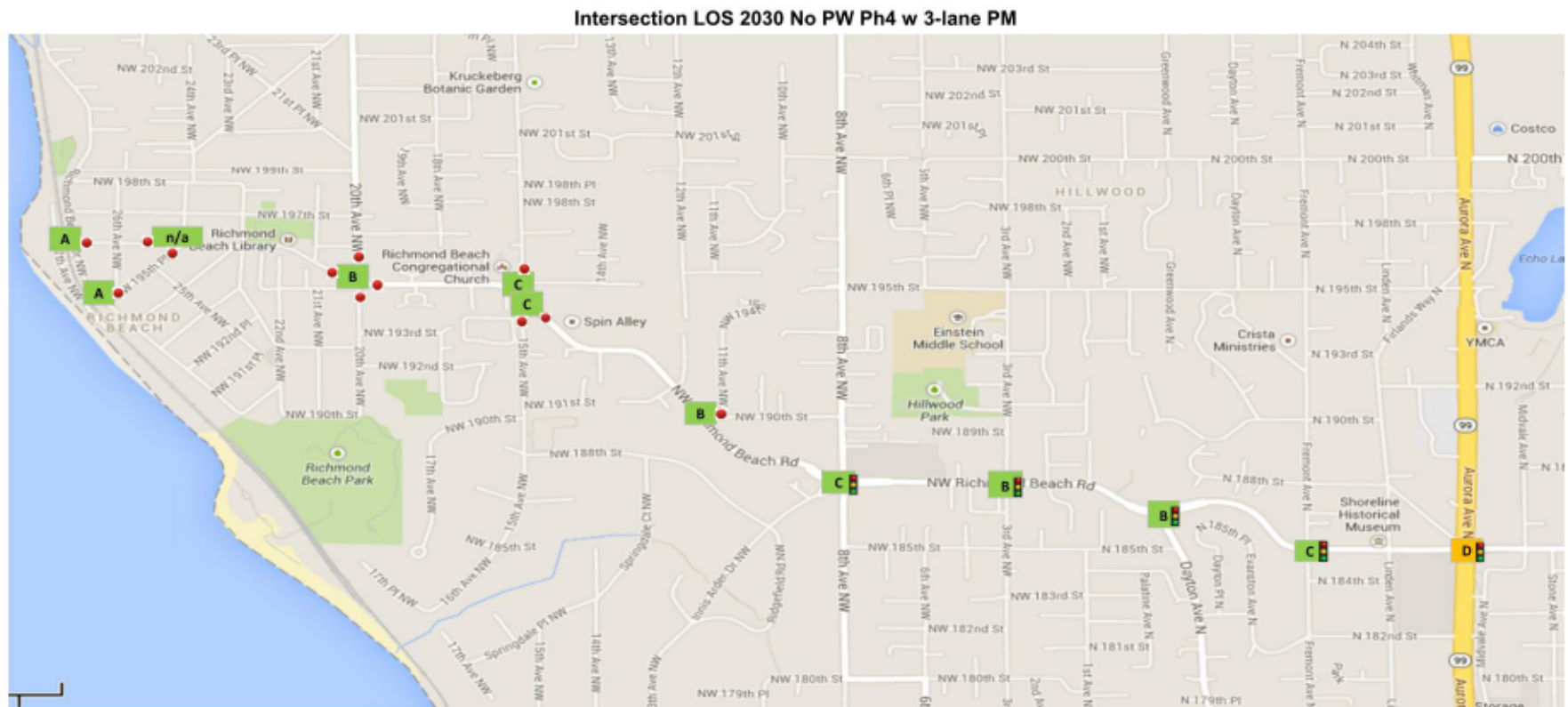
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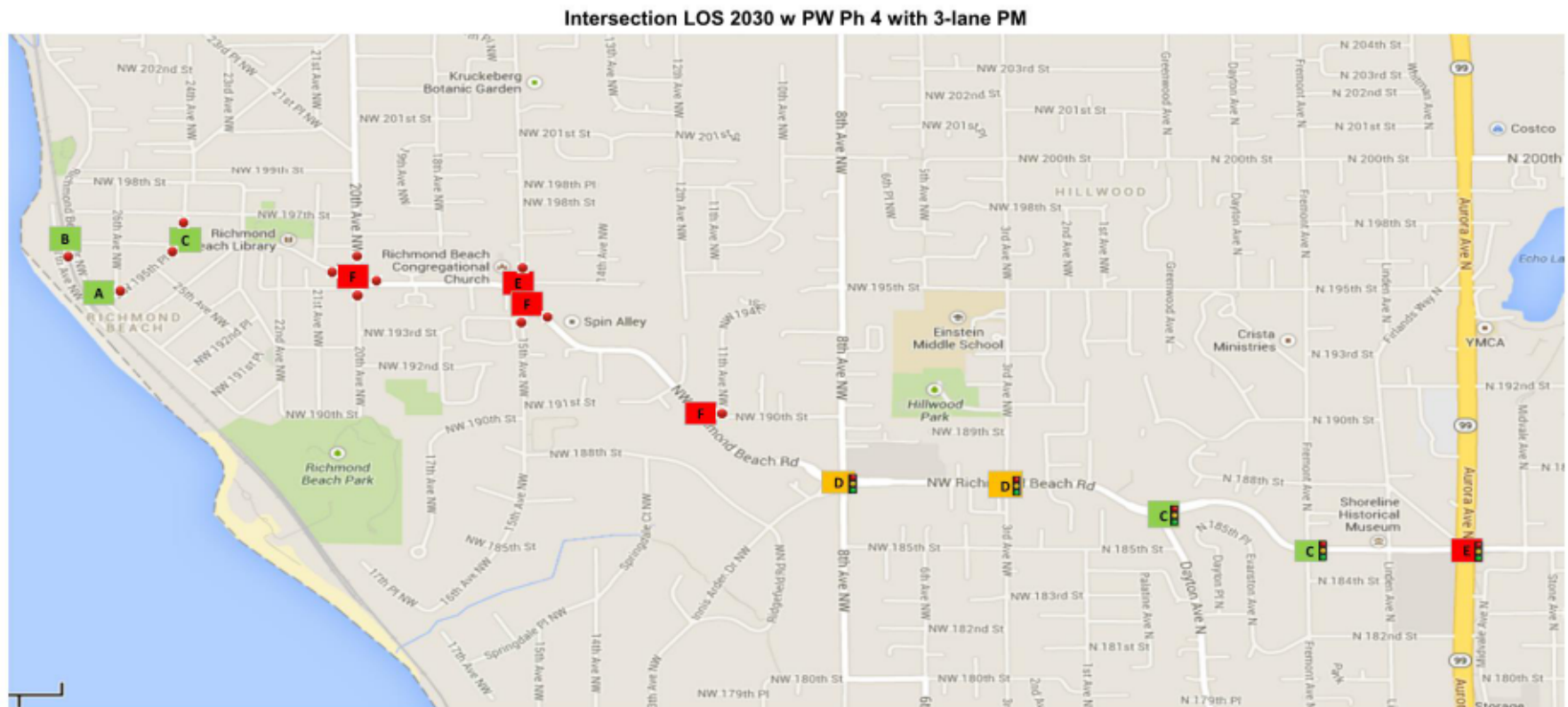
2030 LOS without PW - 3-Lane RBR



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2030 LOS with PW - 3-Lane RBR



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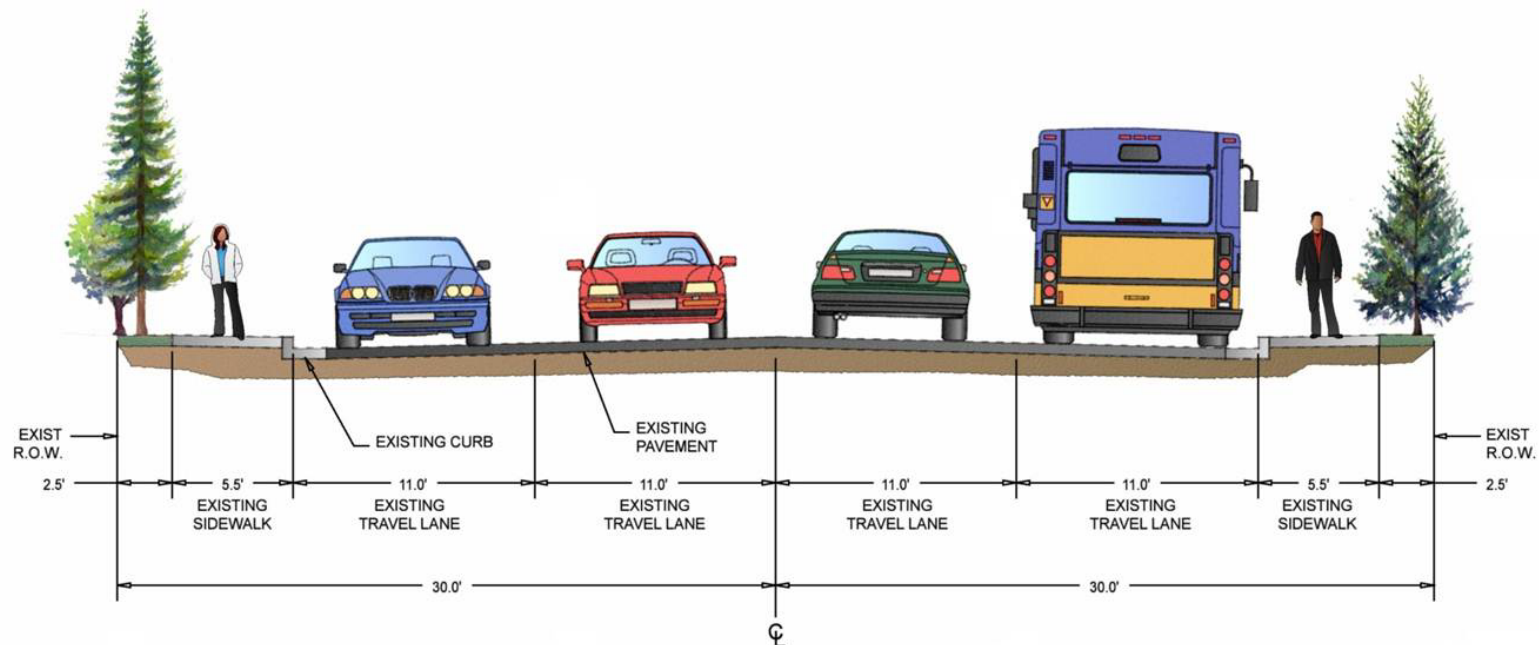
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Why consider 4-lanes?

- Maximizes Through Capacity
- Allows Passing on Hills
- Minimizes Changes to Existing Patterns

RBR - 4-Lane, No Changes



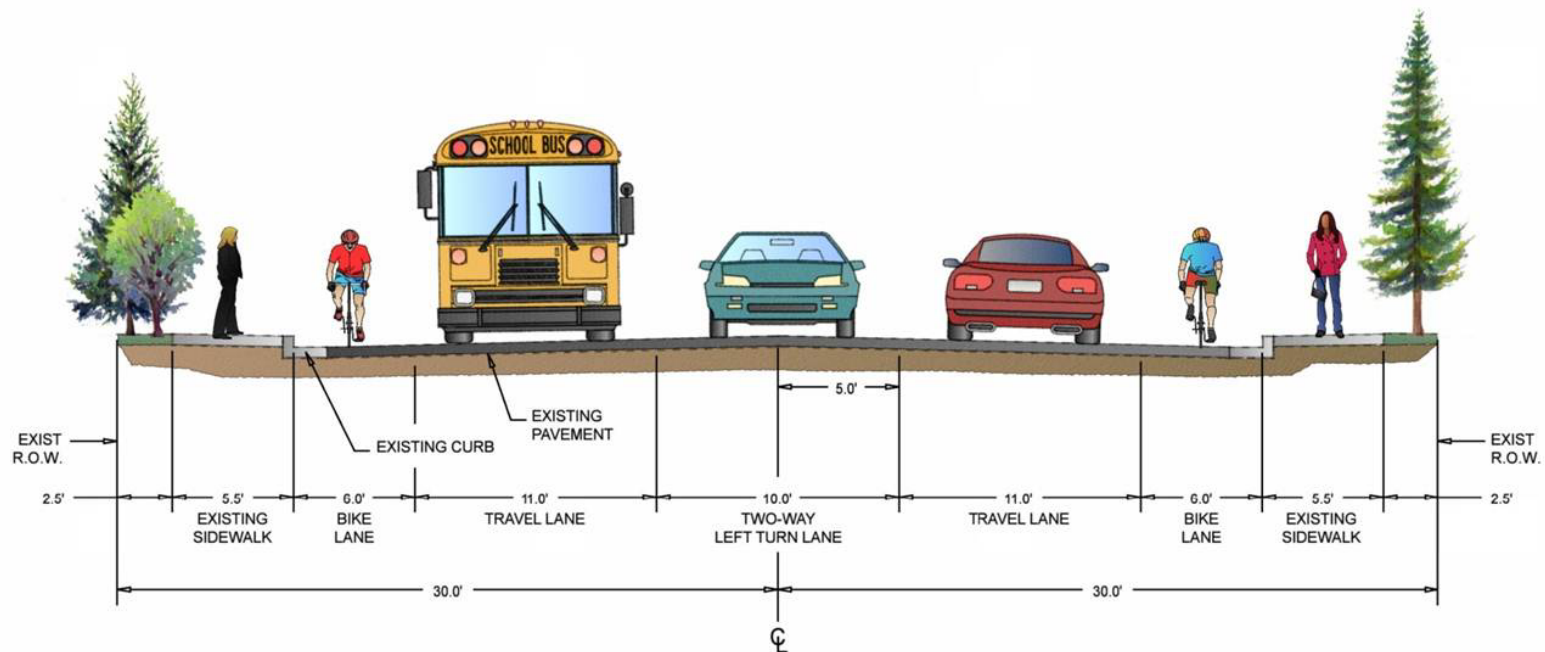
EXISTING SECTION



Why consider 3-lanes?

- Improve Pedestrian Safety
 - Provides buffer to traffic
 - Fewer vehicle lanes to cross
- Improves Roadway Safety
 - Improves entering sight lines
 - Separates left turns
- Improves Business Access
- Provides Bicycle Facilities
- Consistent with Neighborhood Action Plans

RBR - 3 Lane, Same Curbs



STRIPING-ONLY SECTION

Typical 4-Lane Section



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Typical 3-Lane Section Converted



3/19/2014

Point Wells Transportation Corridor Study – Segment B Meeting #1

Typical 4-Lane Section



3/19/2014

Point Wells Transportation Corridor Study – Segment B Meeting #1

Typical 3-Lane Section Converted



3/19/2014

Point Wells Transportation Corridor Study – Segment B Meeting #1



Next Steps - Issues Needing Input

- If 4-Lane RBR:
 - Intersection LOS Mitigation
 - High Accident Location Mitigation
 - Cut-Through Traffic Mitigation
- If 3-Lane RBR:
 - Intersection LOS Mitigation
 - High Accident Location Mitigation
 - Cut-Through Traffic Mitigation



Questions/Answers

Workshop Session

- Stations:
 - Foyer:
 - RBD – Segment A
 - RBR – West Segment (20th Ave NW to 8th Ave NW)
 - Chambers
 - RBR – East Segment (8th Ave NW to Aurora Ave N)
 - Resource table – Trip Distribution and Intersection data



Report Back

- Common themes?
- Potential solutions?

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Thank you!

www.shorelinewa.gov/PointWells